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# Tier 2 Consultation Meeting Minutes

February 25, 2011

Offices of the Chicago Metropolitan Agency for Planning (CMAP)

Lake County Conference Room

**Participants:** Reginald Arkell FTA

Patricia Berry CMAP

Jennie Claflin IDOT, Bureau of Railroads – via phone

Kama Dobbs CMAP

Matt Fuller FHWA – via phone

Mike Garcia IDOT, Bureau of Railroads – via phone

Rebecca King CH2M Hill – via phone

Michael Leslie USEPA
Larry Martin CH2M Hill
Tony Pakeltis Parsons
Ross Patronsky CMAP
Mike Rogers IEPA

Tim Selover Parsons Brinkerhoff
Susan Stitt IDOT – via phone

Chris Tomaszkiewicz CMAP FLIP Participant Betsy Tracy FHWA – via phone

Kermit Wies CMAP Walter Zyznieuski IDOT

#### 1.0 Call to Order and Introductions

1:00 p.m.

All participants introduced themselves.

#### 2.0 Agenda Changes and Announcements

There were no changes to the agenda.

## 3.0 Approval of Minutes – November 18, 2010

A motion by Mr. Rogers to approve the minutes from the November 18 meeting, seconded by Mr. Leslie, carried.

## 4.0 Semi-Annual TIP/GO TO 2040 Conformity Analysis & TIP Amendments

Ms. Berry said no comments were received on the GO TO 2040/TIP conformity analysis and TIP amendments to be considered by the CMAP Board and MPO Policy Committee in

March. There were some model updates that noticeably reduced VMT compared to the analysis approved in October 2010. The next conformity analysis determination is scheduled for consideration by the policy boards at their October meeting. Mr. Patronsky noted that the analysis showed that the plan and TIP are in conformity

## 5.0 SIP Update

Mr. Rogers stated that the Illinois EPA had submitted a request to the United States Environmental Protection Agency (USEPA) to redesignate the Chicago region from nonattainment to maintenance of both the 8-hour ozone and particulate matter (PM2.5) air quality standards. However, the required maintenance plans relied on the adoption of and implementation of VOC and NOx RACT (Reasonably Available Control Technology) rules. The USEPA raised some concerns about the existing Illinois VOC RACT rules which required the Agency to revise the regulations and resubmit them to the Illinois Pollution Control Board for adoption. This process is currently underway. Regarding the NOx RACT rules, since the Chicago area is now in monitored attainment of the PM2.5standard, the USEPA just issued a finding that the implementation of NOx RACT rules is not currently required to address the PM2.5 standard.

Mr. Rogers reported that the submitted maintenance plans contained final-year motor vehicle emissions budgets for 2020, however, the USEPA requires that budgets be established for a year at least 10 years after USEPA approval of the maintenance plan. Therefore, the Illinois EPA is revising the maintenance plans to include budgets for the year 2025. The Illinois EPA is also developing the year 2025 motor vehicle emissions budgets using the MOVES model and anticipates announcing the development of the revised maintenance plan and motor vehicle emissions budget in May, with submission of the plans expected in the summer. Mr. Rogers said that he will be coming back to the committee with a summary of the MOVES-based motor vehicle emissions budgets before they are finalized.

## 6.0 Elgin O'Hare-West Bypass – Tier 2 PM<sub>2.5</sub> Hot-Spot Analysis

Larry Martin of CH2M Hill presented an overview of the Elgin O'Hare-West Bypass (EOWB) preferred alternatives and the status of the Tier 2 study and stated that 2040 traffic forecasts are being developed for a full build of the project, and 2020 forecasts are being developed for an initial build scenario, which includes constructing two general purpose lanes in each direction, to the outside of the right-of-way to allow for the addition of general purpose and transit lanes in the future. Some interchanges are expected to be fully built in the initial phase, some are expected to be partially built, and the Devon/Pratt interchange is expected to be part of the final phase.

Mr. Martin described four locations being proposed for PM<sub>2.5</sub> hot spot analysis: The area around the interchange of the EOWB at Roselle Rd.; the system interchange at I-290; the mainline of the EOWB in the area between IL-83 and Arlington Heights Rd./Prospect Ave.; and the system interchange at I-294. Rebecca King of CH2M Hill stated that the interchange and EOWB locations were chosen to represent the worst case based on

projected traffic volume, and the Roselle Rd. location was chosen for its proximity to residential land uses. The team concurred with these analysis locations.

Ms. King stated that the project team proposes three analysis scenarios: 2020 with the initial build scenario; 2040 with the full build scenario; and 2040 no build. Mr. Martin noted that analysis would be completed based on the EOWB being constructed as a freeway, rather than as a tollway, due to higher projected traffic volumes. The current analysis indicates that the full toll option is the most feasible, and will divert 5 – 10% of traffic to other streets. Mr. Leslie requested an email from Mr. Martin describing the proposed analysis alternatives for discussion with other USEPA staff, prior to providing concurrence.

Ms. King stated that background concentrations of PM<sub>2.5</sub> in the current year are close to the standard and asked if there was a method for adjusting the concentrations for future years. Mr. Leslie and Mr. Rogers noted that discussion between USEPA and IEPA staff may be necessary to answer this question. Mr. Zyznieuski stated that Rob Kaleel from IEPA's Air Quality Planning Division is looking into this issue.

Ms. King asked for verification that re-entrained road dust is not required to be included in the PM<sub>2.5</sub> analysis. Mr. Leslie and Mr. Rogers concurred.

Ms. King stated that ambient non-mobile PM<sub>2.5</sub> sources would be accounted for in background concentrations. Mr. Leslie and Mr. Rogers concurred.

Ms. King asked for input on receptor placement. Mr. Leslie suggested a tighter mesh of receptors near the roadway that will drop off as distance from the roadway to about one half kilometer. Ms. King stated that they will be using Cal3QHCR model, which Mr. Leslie concurred with. Mr. Rogers stated that there should be enough receptors to see a reduction gradient as distance from the roadway increases.

The team generally agreed that the proposed analysis as discussed, with follow-up as noted, would satisfy both conformity requirements and NEPA requirements.

## 7.0 Chicago-St. Louis High Speed Rail-Tier 1 EIS

Tim Selover and Tony Pakeltis of Parsons reviewed an overview handout of the Tier I EIS study for the Chicago-St. Louis High Speed Rail Project. Mr. Zyznieuski asked the team if any specific air quality analyses were needed during the Tier I study. Mr. Leslie suggested that the Tier I documents should include a general discussion and statement of what specific analyses would be completed in the Tier II EIS.

The team discussed whether or not the Tier I study should be included in the statewide and metropolitan TIPs. Mr. Patronsky noted that the study phase is exempt from conformity analysis, but since Federal Railroad Administration funds are involved, it should probably be included in the TIP. Ms. Tracy and Ms. Stitt stated that they will work

with CMAP staff, Mr. Garcia and the study team to include the project in the appropriate programs. Subsequent to the meeting it was determined that in ongoing discussions with FRA regarding the Chicago to St. Louis HSR Tier 1 Environmental Impact Statement, FRA has indicated that they want to demonstrate general conformity in the Tier 1 EIS.

## **8.0 Other Business** (this item added to the agenda)

Ms. Berry noted three transportation projects had recently received press coverage. Bus on shoulders on I-55, which is not a major service upgrade and is therefore an exempt project because the two Pace routes which will use the shoulder currently run on I-55. RTA, IDOT and Pace are working together on this project which includes some CMAQ funds and is anticipated to be implemented this fall. Pace has a major service expansion (true BRT) as an MYB project in the TIP and that project will remain in MYB. The second is a new exit ramp from I-294 at Balmoral, which is currently an MYB project. Staff will follow up with the tollway on the timing of inclusion of this project for conformity analysis. Finally, the U.S. House has proposed that funding for the Englewood Flyover be removed from the federal budget. IDOT and CREATE staff are working on this issue.

Mr. Leslie noted that US EPA and USDOT are working jointly to develop a 3-day training course in PM<sub>2.5</sub> hot-spot analysis.

## 9.0 Public Comment

No public comments were made.

## 10.0 Next Meeting

The next meeting is on call.

## 11.0 Adjournment

On a motion by Mr. Rogers, seconded by Mr. Leslie, the meeting adjourned at 2:35 p.m.

## **Tier II Consultation Team Members:**

CMAP	FHWA	FTA	IDOT
IEPA	RTA	USEPA	